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REPORT NO.

THIS IS UNEVALUATED INFORMATION

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1. At 9 a.m. on 12 December 1952, while a south-westerly wind was blowing with force 4, the sky was overcast and the weather was foggy, Soviet mine-sweeper [] sighted about two sea miles from Gedser lightship. The [] steered a north-northeasterly course parallel to swept channel 1 and was about two sea miles off. At 10:30 a.m. on 13 December, Soviet vessel [] about 1,200 tons, was sighted in 55° 05' N/18° 06' E, her propulsion plant and her funnel were located aft, and her engine superstructure, bridge and forecastle were connected by a catwalk.
2. A ship arrived in Gdynia Roads and was moved to a waiting berth at the Rumanian pier on 13 December and 17 December, and was berthed beside the Swedish Pier. She took on 1,882 tons of coal from 18 to 20 December 1952.
3. Loading in Gdynia was very slow despite 24-hour operation and Sunday work as the loading operations were frequently interrupted and coal arrived only at very irregular intervals. During the week from 15 to 21 December 1952, about 45 ships, including many Soviet vessels which were given priority service, 4 Swedish, 3 Italian, 3 French, 4 German, 2 Norwegian, 3 Danish, and some Polish vessels were in the harbor. An Italian ship had to wait twelve days for coal because her arrival had not been announced ten days in advance in Gdynia. Longshoremen stated that coal for each ship was ordered from Silesia during these ten days.

25X1 4. [redacted] foreign ships in Gdynia were guarded more closely than before. Each ship under 100 meters in length was guarded by two sentries and ships more than 100 meters long were guarded by three sentries. These sentries were allowed no contact and stood watch for eight hours. Only crews of Italian ships and Soviet and Polish vessels were allowed to go ashore. Captains of German ships could go ashore, while the shipmasters were strictly forbidden to visit each other on their ships; [redacted]

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They most carefully checked identification papers and landing permits. Holders of doubtful documents were detained until an officer from the main guard station arrived. Landing permits for shipmasters were issued on clearing in and only after they been returned on clearing out could the ship leave.

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Source saw people queuing up at Gdynia; they seemed distressed, were poorly clad and badly fed. There were almost no well-dressed civilians. All busses in the city were dirty and crammed with passengers. Numerous soldiers were in the streets.

5. Clearing-in and clearing-out operations each lasted about 3 hours and involved a lot of questionnaires and other documents which had to be filled in. [redacted] All tanks, including the bottom tanks, had to be drained and opened. No Polish soldiers would enter a room or tank alone. The two officers who had to be given a room while the search was on declined any kind of hospitality. While people coming aboard after the ship had been cleared, gladly accepted what they were offered they always were careful that no Polish witness was present. They were usually opposed to the regime.

6. A total of nine 3-ton gantry cranes was at the Rumanian Pier and the United States Pier on the opposite bank. [redacted] these cranes were used in handling mixed cargo.

- 25X17. The Polish submarine [redacted] was seen at the Gdynia Shipyard. She left the shipyard and put to sea on 16 December 1952. She had a saw-shaped netcutter, but apparently no snorkel equipment. Four men, including two with officer's caps, were on the conning tower, four men were on the foredeck and three men were on the fantail when she left port. The lower ratings wore canvas overalls. No leather suits were seen.

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1. [redacted] Comment. For sketch of Gdynia Harbor, see Annex.

- 25X12. [redacted] Comment. Submarine [redacted] seems to be the only serviceable submarine of the Polish Navy.

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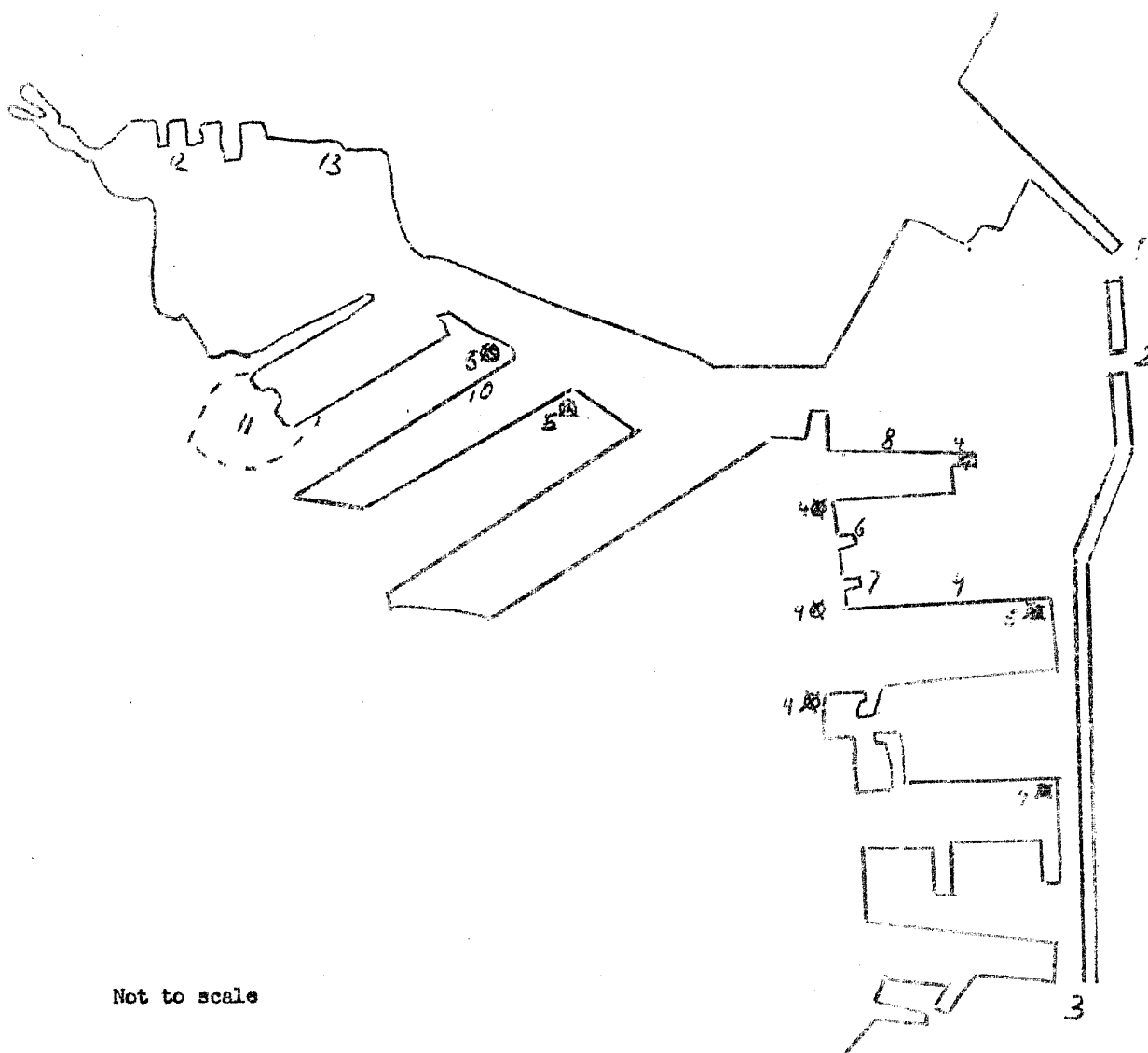
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SECURITY INFORMATION

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GDYNIA HARBOR



Not to scale

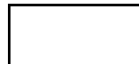
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- 4 -

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Legend



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- 1 Entrance for warships. [redacted] his entrance was released to merchant vessels only on special permission.
- 2 Entrance for merchant vessels.
- 3 Entrance for fishing craft. [redacted] fishing vessels were not allowed to use the two main entrances.
- 4 Wooden watchtowers manned by three soldiers with submachine guns.
- 5 Wooden watchtowers each equipped with a machine gun.
- 6 Coal chute in operation.
- 7 Coal chute out of operation used as berth for ships waiting for cargo.
- 8 Working place of a small dredge.
- 9 Main loading pier (Swedish Quay).
- 10 Rumanian Quay.

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- 11 Gdynia Shipyard. Submarine [redacted] and some small merchant vessels and navy craft were at the shipyard prior to 16 December 1952.
- 12 Shipping berth for pit props.
- 13 Four small navy craft which seemed entirely neglected were berthed there. No crews or armament were seen aboard.

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